

Prior law provided that a political subdivision may purchase or lease, after September 1, 1991, any motor vehicle, for use by any agency of the political subdivision, if that vehicle is capable of and equipped for using an alternative fuel which results in lower emissions of oxides of nitrogen, volatile organic compounds, carbon monoxide, or particulates, or any combination thereof that meet or exceed federal Clean Air standards.

New law provides that a political subdivision may purchase or lease any motor vehicle if the vehicle is capable of and equipped for using alternative fuel.

New law also adds hybrid vehicles to the purchase and lease options.

New law provides that the definition of a "hybrid vehicle" shall mean a vehicle that employs a combustion engine system together with an electric propulsion system that results in lower emissions of oxides of nitrogen, volatile organic compounds, carbon monoxide, or particulates or any combination thereof that meet or exceed federal Clean Air Act standards.

Prior law provided that the governing authority of a political subdivision may waive the requirements of prior law for any agency of a political subdivision upon receipt of certification supported by evidence acceptable to that governing authority that either of the following situations apply:

- (a) The agency's vehicles will be operating primarily in an area in which neither the agency nor a supplier has or can reasonably be expected to establish a central refueling station for alternative fuels.
- (b) The agency is unable to acquire or be provided equipment or refueling facilities necessary to operate vehicles using alternative fuels at a projected cost that is reasonably expected to result in no greater net costs than the continued use of traditional gasoline or diesel fuels measured over the expected useful life of the equipment or facilities supplied.

New law retains prior law but adds hybrid vehicles to the waiver requirements.

Prior law provided that each political subdivision shall achieve the following percentages of vehicles capable of using alternative fuels by the times specified:

- (a) The percentage shall be equal to or greater than 30% of the number of fleet vehicles operated by September 1, 1994.
- (b) The percentage shall be equal to or greater than 50% of the number of fleet vehicles operated by September 1, 1996.

New law deletes prior law.

Prior law provided that the governing authority of each political subdivision shall review the alternative fuel use program on or before December 31, 1996, and, if the governing authority determines that the program has been effective in reducing total annual emissions from motor vehicles in the area, the governing authority shall achieve a percentage of fleet vehicles capable of using alternative fuels equal to or greater than 80% of the number of fleet vehicles operated by September 1, 1998, and thereafter.

New law deletes prior law.

Prior law provided that the governing authority of each political subdivision, in the development of the alternative fuel use program, shall consult with vehicle manufacturers and converters, fuel distributors, and others to delineate the vehicles to be covered, taking into consideration range, specialty uses, fuel availability, vehicle manufacturing and conversion capability, safety, resale values, and other relevant factors. The governing authority may meet the percentage requirements of present law through purchase or lease of new vehicles or the conversion of existing vehicles, in accordance with federal and state requirements and applicable safety laws and standards, to use the alternative fuels.

New law deletes prior law.

Prior law provided that the governing authority of a political subdivision may reduce any percentage specified or waive the requirements of prior law for any agency of a political subdivision upon receipt of certification supported by evidence acceptable to the governing authority that either of the following situations apply:

- (1) The agency's vehicles will be operating primarily in an area in which neither the agency nor a supplier has or can reasonably be expected to establish a central refueling station for alternative fuels.
- (2) The agency is unable to acquire or be provided equipment or refueling facilities necessary to operate vehicles using alternative fuels at a projected cost that is reasonably expected to result in no greater net costs than the continued use of traditional gasoline or diesel fuels measured over the expected useful life of the equipment or facilities supplied.

New law deletes prior law.

Prior law provided an exception for any vehicles operated by law enforcement agencies used as emergency vehicles.

New law retains prior law.

Effective August 15, 2010.

(Amends R.S. 33:1418)